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LODGE DIRECTORY.

Overland Lodge No. 23, I. O. O. F.—Meets every Saturday evening in the Odd Fellows' hall on Dupont street.

Henrietta Rebekah Lodge No. 30, I. O. O. F.—Meets second and fourth Wednesdays of each month in Odd Fellows' hall.

Umatilla Lodge No. 40, A. F. & A. M.—Meets first and third Saturdays of each month in the Masonic hall on Dupont street.

Fort Henrietta Camp No. 772, W. O. W.—Meets first and third Wednesdays of each month in Odd Fellows' hall.

CHURCH DIRECTORY.

Methodist Church—Sunday school at 10 a. m.; preaching at 11 a. m. and 7 p. m., every Sunday.

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HARRIMAN LOSES TO GRIM REAPER

World's Greatest Railroad King Succumbs to Disease.

His Mind Clear to Last, He Passes Away Surrounded by Family—Secrecy Preserved Until Stock Exchange Closed for the Day and Time Misstated.

Arden, Sept. 10.—Edward H. Harriman, the greatest organizer of railroads the world has ever known, met the only lasting defeat of his active life at the hands of death. Secluded in his magnificent home on Tower Hill, he succumbed to an intestinal disorder yesterday after a fight against disease that will rank for sheer grit with his remarkable struggles in the financial world.

The exact time of his death is known only in that limited circle of relatives and associates who had shielded Mr. Harriman from all outside annoyance during his last illness. The time was given out as 3:35 p. m., but Mrs. Mary Simonds, sister of the dead man, said last night that Mr. Harriman died at 1:30 p. m. Whether this apparent discrepancy has any bearing on the current belief that every effort was made to lessen the influence of the financier's death on the New York stock market is problematical. But it is significant that the time of his death, as officially announced, was just 35 minutes after trading had ceased on the New York exchange.

Mr. Harriman died peacefully and to the end his brilliant mind retained its clearness. After a relapse on Sunday he sank slowly and soon after noon yesterday there came a relapse that marked the approach of the end. His wife, two daughters and two sons, who have been constantly with him, assembled at the bedside and a carriage was hastily dispatched for Mrs. Simonds, whose home is three miles from the Tower Hill home. Mrs. Simonds entered the great silent home in time to be present at her brother's death. She joined the wife and children, who, with Dr. W. G. Lyle, of New York, and Orlando Harriman, a brother, and the nurses, formed a group at the bedside.

Mr. Harriman will be placed at rest in the family plot at the little graveyard behind St. John's Episcopal church at Arden. He will rest beside his eldest son, Edward H. Harriman, Jr., who died 22 years ago, soon after the family first came to Arden. The services will be held at 3:30 o'clock Sunday afternoon, and, it is understood, will be strictly private.

Edward Henry Harriman will go down in history as one of the most spectacular financial geniuses, most daring stock speculators and greatest railroad magnates of his time. He was born at Hempstead, L. I., February 25, 1848, the son of Rev. Orlando Harriman, Jr., rector of an Episcopal church in that town, founded in 1702. The early life of the future man of millions was one of great poverty. His father was a cultured but poor man, his mother came from an old aristocratic, but equally impecunious family of New Brunswick, N. J.

Edward H. Harriman received his early education at the district school and supplemented it by a two years' course in a boys' school under church auspices, where the sons of clergymen paid practically nothing for their education.

Edward Henry Harriman began his career as clerk in a broker's office on Wall street. He showed no unusual ability and for many years gave no promise of his later brilliant development. Socially he was well liked and those who knew him at that time described him as a sociable young man, always full of fun. He was noted, however, for a mind of his own. What he wanted he generally obtained, but his desires and ambitions were, at that time, at least, neither very sweeping nor particularly important.

How he obtained his start and the funds which enabled him to buy a seat on the New York stock exchange, have never been clearly explained. The most widely accepted explanation, however, was to the effect that during the famous "gold corner" engineered by Gould, Fisk, Kimber and others, Edward H. Harriman plunged with all his own money and some borrowed from

Coal Land Thieves Arrested.
 New York, Sept. 10.—Rufus Ireland, George Dally, Frank T. Wells and Wilberforce Sully are under arrest here charged with conspiracy to defraud the United States government out of 1,760 acres of coal lands in Wyoming, near Lander. All are held under \$500 bail. They were indicted on May 21 in the Federal district court of Wyoming, along with a number of others, for alleged land frauds committed in that state. It is alleged that the defendants got possession of the coal lands by employing dummies.

Suffering Follows Floods.
 Monterey, Mexico, Sept. 10.—Believing that the people in the outlying districts are facing starvation and death as a result of the raging waters, several expeditions are being formed here today to go to their relief. A priest arriving from Ascension states that the town and its population of 2,000 souls have entirely disappeared. The people have fled to the hills or have perished, either in the flood or from hunger.

his brother Orlando, and cleared enough to buy himself, in August, 1870, a seat on the New York stock exchange.

Young Harriman married early in life and married very well. His wife was Miss Mary Averell, of Rochester, N. Y., whose father was a capitalist and a successful railroad man.

For a number of years the broker firm of E. H. Harriman & Co. did a thriving business on Wall street, speculating with its own funds and executing commissions for the Vanderbilts and other wealthy capitalist clients. It was not until 1883 that E. H. Harriman came actively into the railroad field. At that time he had become known as a capitalist, one of the few who had gathered together a great fortune in the ten trouble years between 1870 and 1880. He was credited with having in his strong box a fair list of stocks he had picked up at extremely low prices during the various panics.

Along in 1883 he was elected a director of the Illinois Central railroad. Whether Mr. Harriman entered the railroad field in accordance with an already matured plan of his or whether his accidental acquaintance with railroad matters suggested to him the enormous possibilities of acquiring the control of large railroad systems, is not definitely known. At all events, Mr. Harriman's entry into the directorate of the Illinois Central railroad marked the beginning of his career as a manipulator of railroad stocks and reorganizer of railroad systems which, in the course of 10 or 15 years made him one of the greatest railroad kings ever known in the United States and placed him in control of more than 54,000 miles of water transportation lines and of railroad lines of an estimated length of 27,000 miles.

The railroads included in the Harriman system were of sufficient mileage to reach more than two and one-half times around the globe. They comprised the following:

Union Pacific, Southern Pacific, Oregon Short Line, Oregon Railroad & Navigation company, Illinois Central, Georgia Central, Baltimore & Ohio, Delaware & Hudson, Erie, New York Central, Pere Marquette, San Pedro, Los Angeles & Salt Lake, St. Joseph & Grand Island, St. Paul & Northwestern.

Harriman was in addition the head of four steamship companies, one of which operates steamers across the Pacific. He was also in the directorate of the Wells Fargo Express company, the Western Union Telegraph company, the Colorado Fuel & Iron, The Guarantee Trust, and the Equitable companies of New York, the National City bank, and 31 other corporations.

GENERAL CORBIN DEAD

Noted Army Man Passes Away After Long Illness.

New York, Sept. 9.—Lieutenant General Henry C. Corbin died in Roosevelt hospital in this city yesterday after an operation for a renal disorder. General Corbin would have been 67 years old in a few days. Mrs. Corbin and ex-Governor Myron T. Herrick were at his bedside when death occurred. He had been ill for two years.

Accompanied by Mrs. Corbin and his daughter, Mrs. Parsons, of Ardley, N. Y., he went to Karlsbad for treatment on June 12 last. The waters there appeared to have improved his condition after two weeks' stay, and he returned to England, where his former trouble recurred and he went to Paris to consult physicians. The trouble developed more seriously while in Paris, and he determined to return to America. J. G. Schmidlapp, of Cincinnati, met him in Paris and with Mrs. Corbin they sailed for New York on the steamer Rotterdam, which arrived here Sunday. The general was taken to the Hotel Martini in this city, and Dr. Frank Erdwurm was summoned. The physicians advised that General Corbin be removed to the Roosevelt hospital, and he was taken there on Monday. The operation was performed Tuesday morning by Dr. Laueus Hotchkiss.

Paris Press is Skeptical.

Paris, Sept. 9.—The press of Paris was today absorbed in the rival claims of Dr. Cook and Commander Peary, and there is a noticeable drift of opinion in the direction that Dr. Cook will have difficulty in proving the validity of his claim in the face of the story of an experienced explorer like Peary. Virtually all the newspapers agree that Dr. Cook has passed into the background since Peary entered upon the scene and some of them declare that since Peary's appearance he will be doubted more than ever.

Both Stories Undoubted.

Rome, Sept. 9.—Commander Cagni, who was with the Duke of Abruzzi on his Polar expedition, said today: "The Peary would reach the Pole one day I never doubted, nor have I doubts as to the sincerity of Dr. Cook. The doubts with regard to Cook arise from the vagueness of his first statements, the misunderstanding regarding the Polar temperature, the position of the newly discovered land and his apparent lack of preparation for the expedition."

Otter Hunting is Stopped.

Victoria, B. C., Sept. 10.—Word has been received by the Victoria Sealing company that the sealing schooner Thomas F. Bayard, which has been in Behring sea hunting for sea otter, has been ordered from the hunting grounds by a United States revenue cutter. As hunting for sea otter is not prohibited, protest will be made to Ottawa with a view to having representations made to Washington.

Wellman Gives Up Dash.

Christians, Sept. 9.—A special dispatch from Tromsø says that Walter Wellman has instructed his agent to arrange for the return of all the explorer's property from Virgo bay.

HAPPENINGS GATHERED IN AND AROUND WASHINGTON, D. C.

VACANCIES ARE LIKELY.

Justices Harlan and Moody in Poor Health and May Retire.

Washington, Sept. 10.—When the Supreme court of the United States convenes for the October term it is probable that two of the chairs upon the bench, those that have been occupied by Justices Harlan and Moody, will be vacant.

Justice Harlan is eligible for retirement, but until recently his health has been exceptionally robust for one of his age. It is reported that he is likely to go from his summer home at Murray bay to California to recuperate, and that unless a change of climate restores his health he will retire.

Justice Moody, who recently suffered a severe attack, does not recover, it is stated.

Reports concerning the condition of Justice Day are not reassuring. Chief Justice Fuller is eligible for retirement.

President Taft will, it is believed, have within a short time the designation of at least one Supreme court justice.

Governor Hughes, of New York, and Justice Lurton, of Tennessee, are among the prominent lawyers mentioned for the first vacancy.

BARBERS AND BAR BOYS USED

All Entrymen Engaged in Conspiracy From New York.

Washington, Sept. 11.—The entries on account of which Daily, Sully, Ireland and Wells were arrested involve about 60,000 acres of valuable coal land in the Lander, Wyo., land district. The entries were made in 1906, and it is charged that all the entrymen, about 190, were residents of New York city, most of them being barbers and bartenders. In the indictment it is asserted that the entrymen engaged in a conspiracy with Daily, Sully, Ireland and Wells and others to defraud the government, the entries being made in the interest of the Oil Creek Coal company and the Northwestern Coal company.

Others indicted were Samuel W. Gebro, of Montana; Thomas McDonald, of New York, and John Nelson and John B. Wright, of Wyoming.

Railroads May Refund.

Washington, Sept. 10.—An order involving approximately \$1,000,000 in repayment was issued by the Interstate commerce commission today. It includes claims in the Central Valley, Mississippi and Western Alabama, and involves a refund of amounts paid by shippers of lumber from the territory to points in other states in which an overcharge of 2 cents a 100 hundred pounds was collected by various railroads.

Great Secrecy at Beverly.

Beverly, Mass., Sept. 10.—Interest in the errand that brings Secretary of the Interior Ballinger to the summer capital was intensified today by the greater secrecy with which his conference with President Taft was veiled. The secretary remained in Boston throughout the day, in company with Mr. Lawlor, assistant attorney general for the interior department, awaiting an opportunity to renew his deliberations with the president.

Names Tariff Commission.

Beverly, Sept. 15.—President Taft yesterday announced the appointment of the new tariff commission. Chairman, Professor Henry C. Emery, of Yale; assistant secretary of the treasury, James B. Reynolds, of Boston; editor and publisher of the Breeders Gazette, Alvin H. Sanders, of Chicago. The commission is authorized to employ experts to investigate foreign and domestic tariffs. The announcement was made after a conference.

Taft Has Heard Ballinger.

Beverly, Mass., Sept. 11.—Although he had concluded his conference with Secretary Ballinger today President Taft refrained from making any statement as to the controversy that brought the cabinet officer to Beverly. Mr. Ballinger has returned to Washington. He will not see the president until September 29, in Seattle, unless he finds time to reach Colorado on the day the president visits the Gunnison irrigation project.

Cotton Crop Shorter.

Washington, Sept. 11.—The first bulletin of the director of the census showing the operations of the cotton ginner for 1909 was issued today. It covers the period up to September 1 and shows that for that time 377,552 running bales have been ginned, as against 402,229 for the same period last year.

Are Railroads Overpaid?

Washington, Sept. 14.—It was announced today that Postmaster General Hitchcock will institute an inquiry to determine whether the \$50,000,000 which the government annually pays the railroads for carrying the mails is too much or too little for the service performed.

Orders Three Billion Postcards.

Washington, Sept. 14.—The contract for supplying 3,487,000,000 postal cards to his department in the next four years has been awarded by Postmaster General Hitchcock to the government printing office at the lowest bid, \$934,717.95.

SHIPPERS GET REBATE.

Sensational Charges Made Against Atlantic Ocean Lines.

Washington, Sept. 14.—In official circles here more than ordinary interest is excited over the investigation in New York into the alleged illegal operations of some of the trans-Atlantic steamship lines, especially the Holland-American line.

The charges that these lines have entered into conspiracy with certain American railroad lines in restraint of trade, that rebates have been paid them by some railroads and that they have laid themselves liable to prosecution under the terms of the Sherman anti-trust act did not surprise those who had followed the proceedings in what was known as the Cosmopolitan shipping cases before the Interstate Commerce commission.

The commission dismissed the case on the ground that it had no authority to act. The evidence was turned over to the Department of Justice. Wade E. Ellis, assistant to the attorney general, expressed surprise that the matter had become public and declined to discuss it.

Ban on Certificates.

Washington, Sept. 11.—Secretary Ballinger received today from Attorney General Wickersham a second opinion, holding that the co-operative plan of building government irrigation projects is illegal. Under this plan settlers were permitted to aid in building canals, laterals, etc., and were paid in certificates, which later were to be accepted by the government from settlers in payment for water rights in lieu of cash. Secretary Ballinger says no further certificates will be issued, but that all outstanding certificates heretofore issued by the reclamation service will be redeemed at full face value and paid in cash as quickly as the money is available in the reclamation fund. He expected all such certificates to be redeemed in the near future.

Parts of Canal Finished.

Washington, Sept. 11.—"Good progress is being made on the Panama canal and four sections of it have been finished," said Colonel Goethals, chief engineer in charge of the construction work, upon his arrival here last night from the isthmus. "The canal must be finished some time and the excavations will fall off from time to time as each part is finished," he said, when asked to what he attributed the decrease in the average excavations in August compared with those of the preceding month. "If the work for Culebra cut alone were figured out, it would be found we are doing more there at the present than at any previous time."

Foreign Capital for Peru.

Washington, Sept. 9.—Leslie Coombs, the United States minister at Lima, Peru, has reported to the State department under recent date that a London syndicate composed of the Bank of London and Peru, the London Bank of South America & Mexico, W. R. Grace & Co., and Baring Brothers, sharing with the German bank and Spitzer, of Paris, have taken some \$1,500,000 of the bonds of the Electric Tram & Electric Lighting company.

Studying Up Coal Cases.

Washington, Sept. 9.—Special Agent Sheridan, of the land office, who has been assigned to conduct the government's case at the hearing on the Cunningham Alaska coal land entries, to begin at Seattle October 15, is now in Washington familiarizing himself with such records in the case as are now on file in the general land office. Upon completion of this investigation he will return to Seattle in time to begin the hearings at the time set.

Hitchcock Coming West.

Washington, Sept. 15.—Postmaster General Hitchcock left Washington tonight on a trip to the Pacific coast, going by way of New York city. He will arrive in Seattle in time to be present at the Washington state postmasters' convention, September 20 and 21. He will attend also the conventions of the Oregon and Montana postmasters.

Show Disgust With Peary.

Washington, Sept. 15.—"Pole hunting is a sportsman's job; the scientific value of the discovery is very slight," said Henry W. Perkins, acting superintendent of the coast geodetic survey, today. All Washington replies: "If that is true, why, in heaven's name, can't the question of the victory be settled in a sportsmanlike manner?"

Naval Contracts Signed.

Washington, Sept. 9.—Contracts with the San Francisco Bridge company for the construction of the Pearl harbor drydocks, Hawaii, at \$1,700,000, and with the Maryland Steel company, of Sparrows Point, for the construction of a fleet collier at \$889,000 were signed late today by Acting Secretary of the Navy Winthrop.

Crop Yields Increase.

Washington, Sept. 9.—Soils of the United States are not wearing out and crop yields are increasing rather than decreasing. These facts are demonstrated in a bulletin to be issued soon by the bureau of soils of the Agricultural department.

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